

PUB 154 (Continued)

Page 67—Line 18/R; insert after:

Seaplane activity is heavy in the harbor W of Protection Island. An aeronautical strobe light, on the central break-water at the entrance to Commercial Inlet, is activated by the seaplane operator to alert mariners of an aircraft taking off or landing.

(Can NM 2W/02, Section 4) 44/02

Page 88—Line 27/R; read:
much as 10 knots.

(Can NM 1W/02, Section 4) 44/02

Page 89—Line 45/L; read:
190° at a velocity of 7 to 9 knots, but may reach as much as 11 knots. It impinges sharply on the

(Can NM 1W/02, Section 4) 44/02

Page 98—Line 49/R; read:

An overhead power cable, with a vertical clearance of 58m,

(Can NM 5W/02, Section 4) 44/02

Page 136—Line 3/R; read:
lighted buoy moored close S; the buoy should be kept to

(Can NM 2W/02, Section 4) 44/02

Page 145—Line 9/R; read:
of the point.

(Can NM 5W/02, Section 4) 44/02

Page 259—Line 29/L; read:

A depth of 24.3m lies over a sharp pinnacle on

(Can NM 11W/01, Section 4) 44/02

Page 264—Line 33/L; read:
46m. There is a depth of 73m lying close outside the mouth, although it has been reported (2001) that a rock, with a depth of less than 2m, lies in the approach to Battle Inlet.

(Can NM 6W/02, Section 4) 44/02

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Page 129—Line 3/R; read:

Pilotage.—Pilotage is compulsory and available 24 hours. Vessels 50m and over must board a pilot when transitting the river between the Bangkok Bar Channel entrance and the upper limits of the port. The pilot may be

(BA NM 2/02) 44/02

Page 131—Lines 27 to 28/L; read:
lighted buoy. Pilotage is compulsory and pilots board in position 11°11'N, 99°36'E.

(BA NM 2/02) 44/02